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cont 22. (Amended) The case member according to claim 20 wherein said sensor is a detecting sensor for detecting rotation of a rotary shaft, and said sensor being mounted to orient toward a mounting position of said maintenance cover to said case member of said driving force transmission mechanism, and said harness of said detecting sensor being mounted on a hold portion.

a3 24. (New) The case member according to claim 1, where said case member is shaped differently from said device body.

IN THE SPECIFICATION

Amend the paragraph starting at page 3, last line:

a4 Additionally, unlike the boss portions of the aforementioned conventional technique, which are required to have a diameter greater than the maximum outer diameter of bolts to enable holes to be made for receiving the bolts therethrough or therein, even in case there is no allowance in the space defined between the engine case member and the engine body due to the existence of members disposed in that space, the projecting portions have a larger freedom in shape and size, such as being configured as elongated ribs, and are reduced in restrictions regarding their positional relation. Therefore, the projecting portions can be made in effective locations from the viewpoint of preventing vibrations and noises without disturbing the function of the engine.

Amend the paragraph starting at page 4, line 12:

a5 The seam member may be a liquid seal member coated on one or both of contact surfaces at distal ends of the projecting portions.

Amend the paragraph starting at page 7, line 12:

a4 With this structure, length of the harness from the detecting sensor to the hold portion can be reduced, and the harness hold portion can be reduced in number. Additionally, fluctuation in mounting position of the detecting sensor due to vibrations of the harness and abnormal noises can be prevented.

Amend the paragraph starting at page 23, sixth line from the bottom:

a7 In this embodiment, vibrations of the central portion of the timing cover 5 are damped by the resilient rubber 58, and transmission of vibrations of the central portion of the timing cover 5 to the projecting portion 40e of the cylinder block 2, cylinder head 3 and crank case 4 is alleviated significantly.

Amend the paragraph starting at page 28, last line:

a8 Then, as shown in Fig. 34, a maintenance cover 61 closing the maintenance opening 26 of the timing cover 5 is configured to define a curved plane bulging outward, and a binder mount portion or hold portion 62 is formed at an upper, outer side edge of the maintenance cover 61. The binder mount portion 62A has formed a mount hole 63 and it is bent by approximately 45 degrees toward the timing cover 5.